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# The Sentinel-Record.

THE ONLY NEWSPAPER IN HOT SPRINGS THAT RECEIVES THE FULL ASSOCIATED PRESS REPORT OVER LEASED WIRES.

VOLUME XXXII.

HOT SPRINGS, ARKANSAS, THURSDAY MORNING, MARCH 11, 1915.

WEATHER  
FORECAST

Washington, March 10.—Forecast for Arkansas: Fair Thursday and Friday.

NUMBER 303.

## MASS MEETING CALLED TODAY

CITIZENS TO ASSEMBLE AND OUTLINE SOME ACTION RELATIVE TO RACE ISSUE.

## FIGHT TO THE LAST DITCH

Under Assumption That the Sawyer Bill is a Law, the Citizens May Determine That They Will Promote Race Meeting Whenever They So Desire.

This afternoon at 2 o'clock at the Auditorium theater a mass meeting of citizens of Hot Springs will be held to determine the future attitude of this city relative to the racing bill.

It is the presumption that the result of this meeting will be that lawyers will be retained to fight the issue to the court of last resort, and that Hot Springs will under present conditions assume that the Sawyer bill is a law. An impromptu discussion of the situation was held at the Business Men's League yesterday morning, and it was the unanimous expression of those present that if Hot Springs pursued its rights in the matter, the Sawyer bill would be declared a law. George P. Whittington yesterday at Little Rock went over the preliminaries with a view to making up the record of the case in the event the situation is to be taken to the courts. The first steps would be to endeavor to uphold the act in a lower court, and thereafter, to get the matter before the supreme court of the state.

The positive declaration of Governor Hays that he first disapproved the measure, then approved it, and then afterwards again disapproved it, would put this city at a disadvantage in establishing that his first action was to approve the bill, but there are several witnesses who have given out statements in which they say that Governor Hays approved the measure as his first action, when he attached his name to the bill.

It is a well known fact that the governor does not affix his signature to a vetoed measure. He merely marks it disapproved, and no signature is given except to the message which follows to the legislative branch in which the measure originated.

Governor Hays yesterday at Little Rock admitted having scratched the "dis" from before the approved, and having signed this name, to leave the bill an approved act, but he contends that the first action was a veto, which was later rescinded, and then that he again rescinded favor of the bill, and finally wrote in a veto.

The first line on the bill reads: "Dis—Approved, March 8th, 1915, at 4 o'clock p. m."

The original line, it is stated, was: "Approved, March 8th, 1915, at 4 o'clock p. m."

Governor Hays says he wrote the "Dis—" in front of the approved, then scratched that out, and then with the bill approved, affixed his signature. The others present as witnesses do not agree to this statement of alleged fact.

Some who were present probably will testify in the case that the governor was in such a highly nervous state he could not now know positively how the chain of events happened in his office. He seemed to have been tied hard and fast to promises to sign the bill and to veto it, and to know nothing about what he was really going to do until it was done, and little then.

**Another Viewpoint.**  
A strong point was developed for the consideration of the lawyers last night when this fact was brought to the attention of The Sentinel-Record, which out of the mouth of the governor himself proves that this racing bill is not vetoed.

The governor says in his declaration to the Gazette: "I am proud of the fact that the photograph of the signature was made and published because it is sufficient of itself, without one word from me, to show that THE FIRST ACT OF MINE WAS TO DISAPPROVE THE BILL. This is shown by the first erasure made in the presence of these gentlemen and afterward written on the bill."

The point is this: A legislative veto cannot be complete until the governor has completed the act of veto by returning the bill with his veto message to the house in which the bill originated. Therefore this legislative act was not in actuality vetoed until the last act of the governor was performed by

sending a message accompanying that bill to the house, and thereby making the veto complete.

Then if the governor confesses that he in fact did, at any time, approve the act, and signed his name to it, previous to its return to the house, the bill is a law. The approval, if made at any time, was certainly made previous to the time the veto was completed. Therefore the approval was valid and complete. Thus the action of the governor wherein he claims to have disapproved the bill, falls short as a legal veto. It was not complete as a veto, nor could it have been previous to the sending of the measure back to the house with his objections, which acts conform to the requirements of a constitutional veto.

The governor did turn the approved bill over to the secretary, Mr. Harry Stewart, to have it filed with the secretary of state as an approved bill. Therefore he cannot deny that he did approve the act at a time previous to its return to the house of origin as a vetoed act, and thereby proving that when he said he never intended to approve it that he has made willful misstatements not in keeping with his act of receiving the congratulations of friends after he had in fact approved the measure.

**From the Democrat.**  
The following is taken from yesterday's Little Rock Democrat and proves that this paper is not going to be content to have this question at issue between its veracity and that of Governor Hays relative to the signing of the race bill, at least settled without controversy:

"Governor George W. Hays was scored by house leaders today for his attempt to answer the substantiated charges preferred against him by the Democrat; at his absolute failure to disprove them, and additional signed statements submitted to the Democrat today heap further censure on the head of the chief executive of this state for his many flops on the Hot Springs racing bill."

"The following are some charges contained in signed statements submitted to the Democrat today:

"That at 9 o'clock Monday morning, in Governor Hays' private office, the governor named the men he would place on the state racing commission provided for in the bill."

"That he, the governor, said unequivocally he would approve and sign the bill at 4 o'clock Monday afternoon."

"That Governor Hays told a leader of the house, before the racing bill passed the senate, that he had, within an hour previous, solicited the support of two senators for the bill; that one had promised to support the bill."

"That Governor Hays solicited house leaders to kill the primary election bill, the state fiscal board bill and to pass the state board of control bill, the Greathouse advertising bill and the state accountant bill."

"That Governor Hays told Phillips county politicians he was in favor of the racing bill but did not want his attitude to become generally known."

"That Governor Hays straddled the fence on every question ever presented to him."

"That Governor Hays' attempted alibi proved he still was attempting to straddle the fence."

**Democrat Confirmed.**

"When Governor Hays' statement, which was made known about 7:30 o'clock last night, was published this morning, many members of the house and senate who had supported his measures expressed themselves to a Democrat representative to the effect that the governor's attempt to discredit the statements of men of well known integrity would be resented, and that his attempt to explain his varied course on the racing bill only further confirmed the position taken by the Democrat."

"Information that has been generally known by persons having an inkling of the inside politics that emanates from the governor's private office, in regard to legislative matters, was explained by house leaders today."

"That the governor especially asked defeat of Senator John E. Moore's primary election bill, recommended by the democratic state convention at Pine Bluff last spring, was contained in statements made to the Democrat."

"Governor Hays told me personally that he desired the carrying out of the legislative program mentioned in the Democrat and asked my help on the floor of the house," says part of a signed statement furnished to the Democrat representative this morning.

**Hays Helped Bill.**  
"When the racing bill was pending in the senate and the Ruff bill in the house," continues the statement, "I interviewed Governor Hays in his own private office on the racing bill. He told me that he wanted the Ruff bill, which abolished the state board of carities and created a state board of control, passed, and that if it were passed, Mr. Sawyer need not worry about his bill; that he was doing all in his power to secure its passage through the senate and that that morning, not more than an hour previous to our conversation, he had interviewed two senators

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## FEAR FAMINE IN MEXICO

RAILROAD BETWEEN VERA CRUZ AND MEXICO CITY USED FOR MILITARY PURPOSES.

## CONDITIONS ARE THREATENING

Mexican Red Cross Appealed to the Order in This Country for Assistance—No More Warships to Be Sent to Mexican Waters for the Present.

Washington, March 10.—Secretary Bryan announced tonight that the food situation in Mexico City was still very serious and that the forces of General Obregon appeared not to have evacuated the city as yet, though this was expected at any moment. He said nothing of a definite character had reached the state department as to the reply which General Carranza is preparing to the American note demanding an improvement in conditions for foreigners.

Sir Cecil Spring-Rice, the British ambassador, brought to the department a copy of a telegram received from Thomas Hohler, charge d'affaires of the British legation in Mexico City, declaring that the American note, a copy of which had been presented to General Obregon simultaneously with its delivery to General Carranza, had produced a good effect on the situation.

The charge pointed out, however, the necessity at all times of keeping a line of railway and telegraphic communication open between Mexico City and Vera Cruz.

No more warships were ordered to Mexican waters today and no more will be sent pending further developments in the situation. The United States already has made representations on the subject of keeping railway communication open from Mexico City to Vera Cruz.

Mr. Bryan stated tonight that Chas. A. Douglas, Washington, adviser to the Carranza government now at Vera Cruz, was co-operating with American Consul Silliman in an attempt to solve the transportation problem. The secretary said consular reports showed that the trains from Mexico City were being used for military purposes or being held for that object. As yet no requests had come, he added, from Americans in Mexico City for transportation facilities, but the department is doing what it can, nevertheless, to make the necessary arrangements for trains to carry away those who desire to heed the warning from the Washington government for American citizens to leave Mexico City.

In a general way the situation seemed to some officials to have improved. There was an increasing confidence that Carranza would give the required assurances for the protection of foreigners and that the United States would not be compelled to take any steps beyond those already taken.

The fear of famine still exists and the Mexican Red Cross has appealed again to the American Red Cross for assistance. Relief projects are held up pending the outcome of the state department's representatives on behalf of an international committee composed of wealthy residents in Mexico City who raised a fund to take charge of the situation.

The Carranza agency issued another statement today saying reports of the conditions in Mexico City were exaggerated and predicting that General Carranza's reply would prove that most of these reports were baseless.

At the state department the official reports continued to show the exhibition of affairs as threatening, although officials thought General Carranza would instruct General Obregon to arrange for the policing of Mexico City in the event of evacuation. The Zapata forces are expected to take possession immediately after Obregon's men withdrew. Reports from other parts of Mexico indicated that there was little military activity today.

Secretary Bryan announced that an agreement was about to be reached whereby the exportation of sisal hemp from Progresso was assured.

The following information was given out at the state department concerning the evacuation of Piedras Negras:

"Piedras Negras was evacuated on March 8 by the Carranza garrison. Only a small guard was left to police the town until the forces of Villa arrive, which are expected on the 10th. It is reported that they have been delayed by heavy rains and the cold

weather. The commanding officer of the United States troops at Eagle Pass has permitted the Mexican wounded to cross to the American side. The commander of the Carranza forces at Piedras Negras has given full assurance to the American consul that no property will be destroyed and that order will be maintained until the entry of the Villa troops.

The Washington agency of General Villa gave out the following: "Piedras Negras was sacked by the Carranza forces before they evacuated the city yesterday, according to a message received this afternoon from the convention consul at Eagle Pass. Serious disorders followed. Governor Acona is a refugee in Eagle Pass. The international bridge has been closed. The Carranza forces have retreated eastward."

At the war department Secretary Garrison made public a message from Colonel Hodges at Eagle Pass, Texas, stating that 61 patients from the military hospital in Piedras Negras, five men nurses, five women nurses, one surgeon and eleven attendants, had been permitted to cross to the American side in view of the fears of consequences to the wounded after the evacuation.

The text of a decree issued by General Carranza on September 19 last establishing in each district of the states of the republic under his control an assessment committee, the purpose of which is to register the real estate, fix its value and state the amount of capital invested, was received at the state department and made public.

## KENDALL CHOSEN LIEUTENANT GOVERNOR

MADISON COUNTY MAN CHOSEN ON THE THIRTY-THIRD BALLOT.

Special to the Sentinel-Record.  
Little Rock, March 10.—The senate tonight elected L. B. Kendall of Madison county, president pro tem for the next two years. The election resulted on the thirty-third ballot. The nearest opponent was Senator Dwyer of Benton county. Kendall received 19 votes and Dwyer 16. The office also carries the power of Lieutenant Governor.

## BRITISH DESTROYER SINKS SUBMARINE

CREW WILL BE DENIED ALL SPECIAL PRIVILEGES AND GIVEN CIVIL TRIAL.

London, March 10.—8:50 p. m.—The British admiralty announced tonight that the German submarine which was rammed and sunk today by the British torpedo destroyer Ariel was the U-12 instead of the U-29, as previously stated.

The admiralty statement said: "Later and more detailed reports have now been received which establish the fact that the German submarine which was rammed and sunk by H. M. S. Ariel was the U-12, and that out of her crew of 28 the number saved was ten."

The captured crew will be deprived of all special privileges as was done in the case of the men on board the U-8, and they will be held for trial in connection with the sinking of merchant vessels.

The U-12 probably is the submarine which yesterday sank the British steamer Blackwood.

## FOOT AND MOUTH DISEASE AFFECTS BIG HERD

El Dorado, Kan., March 10.—A herd of 512 cattle and 80 hogs on a farm near here was pronounced infected with foot and mouth disease by state and federal veterinarians here today. The herd is the largest afflicted with the disease in the United States, according to the veterinarians who examined the animals. The veterinarians said they believed the disease had been carried from another infected farm in the waters of a small stream. A quarantine was established about the farm and it was asserted that slaughter of the animals would begin soon.

## BIG MAIL SHIPMENT.

New York, March 10.—The Holland-American liner Ryndam, which sailed today for Rotterdam, via Falmouth, England, where she will deliver 1,800 bags of English mail, did not carry mail for Germany as usual. The mail for Germany will be sent on the Danish steamship United States leaving here tomorrow. Officials of the line said they presumed the change was made because another ship was sailing the day following and the order was in line with the usual distribution of the mail contract.

## PREPARING NEW ATTACK

GERMANS ATTEMPT TO BREAK THROUGH RUSSIAN LINES IN NORTHERN POLAND.

## NEW TROOPS ARE TO BE USED

The Point Selected for the Attack Is the Most Favorable to Germans on Account of the Railroad System for Bringing Up Troops and Supplies.

London, March 10, 10:30 p. m.—Balked at other points, the Germans are making another attempt to break through the Russian line of fortresses in northern Poland. They are advancing from Khorjelo on the East Prussian frontier along the Orzye river and by the roads leading southward to Przasnysz. This is one of the routes the Germans took in their great rush from East Prussia in February which finally ended in their defeat at Przasnysz.

For their new attempt they have brought up troops which have been operating in the region of Grodno and some of the new army which has been training since the outbreak of the war in the interior of Germany.

The point selected for the attack is the most favorable along the East Prussian front for the splendid railway system can bring troops and their supplies to the border from which good roads lead to Przasnysz. A big battle is developing in this region, while one of almost equal importance is in progress further north in the region of Suwalki, where the Russians have pressed the Germans back to their own border.

The Russians appear to have counter successfully the German offensive on the Pilica river and in the Carpathians they are withstanding continued attacks along the whole front.

In the western war zone the fighting, as for many weeks past, has been confined to the Champagne region, the Argonne and the Vosges although there has been an occasional skirmish north of Arras. The Germans in a long report issued today say that the French offensive in the Champagne has been fruitless which is at variance with the French reports of almost daily progress.

With all this heavy fighting on the continent, the people of England continue to concern themselves chiefly with the operations of the German submarines, one of which was sunk today by the destroyer Ariel and with the attempt to force the Dardanelles.

In an admiralty report issued early in the day, it was said that the submarine sunk by the Ariel was the U-29, one of the newest underwater craft. This evening, however, it was learned that the vessel was the U-12, one of the smaller and older submarines, which had paid more than one visit to British waters since the war began and had done considerable damage to British shipping. Of her crew of 28, ten were saved.

As in the case of other submarines sunk, the admiralty gives no details beyond the mere fact that the destroyer rammed her. This makes the fifth submarine sunk by British warships but it is believed in London that as many more have been sunk by merchantmen or met with accidents.

So far as the operations in the Dardanelles are concerned, the most significant news is that the super-dreadnought Queen Elizabeth has entered the straits and commenced to bombard the forts in the Narrows by direct fire. It is considered very certain that Vice Admiral Carden would not allow his biggest ship to pass the entrance unless it was fairly safe.

Further evidence that the forts in the Narrows have suffered severely is contained in dispatches from Athens which say that two battleships ventured right into the Narrows during the night to protect the vessels engaged in mine sweeping there. These dispatches report that the Klid Bahr and Erekeuli batteries have been badly damaged and that the fire of the Turkish forts is becoming weaker.

Some experts believe that all the forts in the narrows should be demolished within two weeks, after which it would be smoother sailing for the ships as most of the guns are concentrated in that part of the straits. Nothing is being left to chance, however.

## GERMAN CRUISER SINKS AMERICAN SAILING SHIP

Cruiser Puts Into Newport News in Disabled Condition From Long Voyage Covering 55,000 Miles.

Had Been Raiding Commerce Vessels in Both Pacific and Atlantic For the Past Six Months --Had 350 Passengers Which Had Been Taken Off Sunken Vessels.

Newport News, Va., March 10.—The German auxiliary cruiser Prinz Eitel Friedrich, after a marine-wrecking scouring of Pacific and Atlantic oceans which culminated in the sinking of an American sailing ship in the South Atlantic, January 28 last, limped into this port today and anchored for supplies and repairs. She brought with her rescued crews and passengers of American, British, French and Russian ships and lies at anchor tonight proud of the trophies of war that crunched the bottom of the sea but in a state of mechanical exhaustion from the strain of a 55,000-mile journey.

The German cruiser began her expedition at Tsing Tau, China, last November. Commander Thierichens of the Eitel Friedrich admits sinking eight merchant ships, three British, three French, one Russian and one American. The sinking of the American ship, the William P. Frye, a sailing vessel bound from Seattle to Queenstown with 5,200 tons of wheat, most concerned port officials here and the Washington government.

The list of vessels sunk by the German auxiliary cruiser Prinz Eitel Friedrich as given out by Collector of Customs Hamilton late today is as follows:

British sailing ship Invercoe, W. J. King, master, crew 23; owner, Inver line of Aberdeen, Scotland; sunk February 12.

British steamship Mary Ada Short, A. E. Dobbing, master, crew 28; owner, James Westoll of Sunderland, England; sunk February 18.

French steamship Floride, Monsion, master, crew 78; passengers 86; owners, Compagnie Generale Transatlantique; sunk February 19.

British steamship Willeby, J. Wedgewood, master, crew 27; owners Roper & Co., of West Hartlepool; sunk February 20.

Russian sailing ship Isabel Browne, Axmar Eriksson, master, crew 13; owner, Thornberg, Finland; sunk January 27.

French sailing ship Pierre Loti, Tranchant, master, crew 24; owners, Societe Nouvelle Darnement of Nantes, France; sunk January 27.

American sailing ship William P. Frye, H. H. Kiehne, master, crew 31; owner, Arthur Sewall & Co., Bath, Me.; sunk January 28. Cargo of wheat from Seattle, Wash., to Queenstown, England, for orders; declared to be contraband by German cruiser.

French sailing ship Jacobson, V. Leroux, master, crew 23; Societe les Voliers, Dunkerque, France; sunk January 28.

H. H. Kiehne of Baltimore, master of the American ship, after leaving the Eitel Friedrich with Customs Collector Hamilton today, told of his experience. With him were his wife and two children.

Despite my protestations that I was the American master of an American ship, the Eitel Friedrich sank the Frye, on the morning of January 28, blowing a gaping hole through her vitals with a charge of dynamite," said Captain Kiehne.

"It was almost bedlam when the German ship appeared about 2 o'clock in the afternoon of January 27. I paid no attention to the first order to lay to, but when the Eitel Friedrich bore down on me I brought my craft to a standstill. After learning that I carried a cargo of wheat the German captain told me that it was contraband and he intended to destroy it. I protested, but no attention was paid to my protestations.

"A German officer and squad of men were sent aboard the bark and I and my crew were set to work throwing the grain overboard. The German enlisted another vessel, also becalmed, and made for her, returning about 10 o'clock at night after having sent the other ship to the bottom, as I afterward learned.

"Evidently the grain was not being thrown overboard fast enough to suit the German skipper, for he sent half a hundred of his men aboard soon afterwards and the work went on for hours. However, it was slow at best, and I was informed about 2 o'clock

the next morning that my ship would be sent to the bottom, which was done.

"All of those aboard my ship were taken aboard the German cruiser and we were shown every courtesy throughout the remainder of the voyage.

"For two weeks before making this port the German ship molested no ships and always avoided them, not wishing to give the English cruisers any wind of her intentions. She proceeded slowly up the coast, all lights that were not out being carefully shaded.

"Last night while nearing the coast the wireless apparatus on board the Eitel informed us that there were four English warships in our immediate vicinity, two of which seemed very close. However, we eluded them and made this port in safety."

An officer on the German cruiser stated that a black bulk was seen in the darkness about the time the wireless gave notice of the proximity of the English men-of-war. Many were of the opinion that it was one of the English ships.

Captain Kiehne said the Eitel Friedrich sent three ships to the bottom on the Kaiser's birthday, the day on which the American bark was overhauled. He did not remember their names.

The William P. Frye of Bath, Me., was owned by Arthur Sewall Company.

"As soon as the Eitel Friedrich with 350 persons had anchored here, Collector Hamilton and aides visited the ship and the first-class passengers from the French passenger steamer Floride, together with the captains of eight destroyed ships, were brought to Newport News. Several officers of the German vessel, among them the chief paymaster, August Louisseau, came ashore. The final order the paymaster took to the ship tonight from Collector Hamilton was the instructions to the commander that the ship could only remain in port for repairs to such an extent as to make her seaworthy unless she internes. The German paymaster also carried word that American officers would make full inquiry of Commander Thierichens tomorrow of his sinking of the American sailing vessel.

Asked why the Eitel Friedrich left the Pacific, Paymaster Louisseau said: "Because we found little to do. We were after merchantmen and for days we cruised about and saw nothing. When we reached the south Atlantic we had better luck. We were surprised not to find British ships in the Atlantic. It is true we heard British wireless talking and we were glad of that because until 14 days ago we had no news. Then we got considerable from British wireless, but the trouble was it was all from the English side."

The German officer expressed surprise that any of the Emden's crew had reached shore and disclaimed all knowledge of the battles off Chile and the Falkland Islands.

"We were alone," he said, "and we worked for ourselves. We did no fighting," the officer continued, "but we sunk every merchantman we could find. Of course we would have attacked any other converted vessel of our class, but we had no armor plate and so we avoided warships."

Passengers aboard the Eitel Friedrich stated they were given every comfort and consideration.

"We are awaiting admiralty orders," was the paymaster's response to the suggestion that he might not leave immediately.

"They are coming from Berlin by way of the Washington embassy," he stated.

The sinking of the Frye was regarded by the officer as all in a day's work.

"She took the chance," he said; "she was carrying contraband to the enemy."

The captain of the Floride has telegraphed the Compagnie Generale Transatlantique for passage to New York for his passengers. From New York they expect to be transported to

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